Ship Breaking at Ports

*482. SHRI B. J. PANDA : Will the Minister of STEEL be pleased to state :

(a) the ports where ship breaking activities are taking place at present;

(b) whether Government have a proposal to provide ship breaking facilities at some major ports;

(c) if so, the ports where the facilities would be provided;

(d) whether ship-breaking facilities would also be provided at Paradip Port; and

(e) if so, the steps taken in that regard?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI BRAJ KISHORE TRIPATHY) : (a) to (e) A Statement is laid on the Table of the House.

Statement

(a) Ship-breaking activities are taking place at the following locations at present :

(i) Alang, Sosiya and Sachana in Gujarat,

(ii) Mumbai in Maharashtra,

(iii) Kolkata in West Bengal, and

(iv) Kakinada in A.P.

(b) to (e) State Governments and port authorities provide the necessary infrastructure and suport to ship-breaking activities in their respective States.

SHRI B. J. PANDA : Sir, the hon. Minister, in his reply, has stated that it would perhaps be more appropriate for me to put those parts of my question, relating to the facilities to be provided for the ship-breaking, to the Ministry of Shipping. I will, therefore, restrict myself to only one supplementary which is directly related to the Ministry of Steel. Sir, ship-breaking is a significant source of generating scrapped steel. I would like to know from the Minister what the quantum of scrap is that is generated from ship-breaking activities, in India' and what percentage does that reflect of the total scrap availability in the country. My second part of the supplementary is, whether the Ministry has a view that the scrap generated from the ship-breaking activities is to be encouraged. This

is sometimes a difficult question, Sir, because it has many pros and cons. On the one hand, the ship-breaking provides significant opportunity for employment in our country because it is labour-intensive, and on the other, there are concerns of environmental issues. So, has the Ministry taken a view whether it has to be encouraged or not?

SHRI BRAJ KISHORE TRIPATHY : Sir, in 2000-2001, the total finished steel production in the country has been about 29.7 million tonnes, and the total scrapped steel generated from the ship-breaking activity is about two million tonnes. So, it has some marginal impact. It offers competition only to a limited extent, as the scrapped steel so generated, constitutes only about 6.7 per cent of the entire steel production, and only 13.5 per cent of the production of the long products in the country. So, the scrap that is generated from the ship-breaking activity will help, to some extent, the secondary sector of the steel producers. It will also help the consumers, to some extent, to get a very competitive price.

SHRI PREM CHAND GUPTA : Mr. Chairman, Sir, ship scrapping activities are being banned the world over, whereas in our country we encourage such activites. The most negative aspect of this activity is environmental problems. Sir, in an area of few kilometres of ship scrapping activity, there is no growth of ocean life. Secondly, different kinds of gases and oils are released in the sea which affects the ocean life of that particular area. The State Governments collect their sales tax on the scrap generated. The Port Authorities charge their fees for such activities. But there is no incentive for the protection of environment. I would like to know from the hon. Minister what the Government is doing on that account. How does the Government ensure that no environmental problems are created in such activities?

SHRI BRAJ KISHORE TRIPATHY : Sir, no doubt, the ship-breaking operation does create some environmental problems. But, according to a study undertaken by MECON, under the Ministry of Steel, only 0.1% of the weight of a ship is generated as waste. And, out of this residual, the waste is even less than 0.032%, which belongs to hazardous category. So, a very marginal percentage is generated in the form of waste and residue. It does have its impact on environment in different shapes. The Government is also trying to control all these environmental impact. Sir, about 90% of the ship-breaking activities are carried out in Gujarat alone. Therefore, Sir, the Government of Gujarat, the Ministry of Environment and Forests, and different organisations who are in charge of controlling environmental hazards and pollution, are taking care of it

and seeing to it as to how the pollution, that is generated by ship-breaking activities, is controlled.

SHRI PREM CHAND GUPTA : Mr. Chairman, Sir, the hon. Minister said "it is 0.1% of the weight of a big ship". Would the hon. Minister tell me how much tonnes it constitutes?

SHRI BRAJ KISHORE TRIPATHY : Sir, I can tell you that this is measured by L.D.T. i.e., Light Displacement Tonnage. In 1998-99 the entire quantity was 33.64 lakh tonnes; in 1999-2000, it is 30.20 lakh tonnes the quantity of waste that was generated out of ship-breaking was.....*(Interruptions)*

SHRI PREM CHAND GUPTA : Did you follow what I said?

SHRI BRAJ KISHORE TRIPATHY : Yes. I am giving you the total quantity. You can calculate that. I do not have that figure, at the moment. I am telling you about the percentage of waste that was generated out of ship-breaking. Out of that, you can calculate the quantity. I am telling you about the percentage of waste that is generated out of the ship-breaking activities, which creates pollution problems, etc. I am telling you about the scrap which is generated as a result of ship breaking. So, you can calculate as to what would be the quantity. At the moment, I cannot give you the exact figures, but I can tell you that the percentage of residual waste from scrap is 0.032%, as I told you just now. it is this residue or waste that is creating pollution.

SHRI PREM CHAND GUPTA : Mr. Chairman, Sir, you know,...

MR. CHAIRMAN: Your supplementary is over.

SHRI PREM CHAND GUPTA : ...the oil which is not reused is thrown into the sea; the gases are released into the sea; the scrap which is not useable also goes into the sea. He does not understand that even 0.7% makes it lakhs of tonnes every year, if put together. Therefore, this environment aspect should be taken care of.

श्री संतोष बागड़ोदिया : आपका गला बैठ गया है । आप गर्म पानी पीजिए और बैठ जाइए। ...(**व्यवधान**)...

श्री प्रेमचन्द गुप्ता : आप चिंता मत कीजिए। मुझे पता है, आजकल आप उनके लिए बड़े चिंतित हैं। ... (**व्यवधान**)...

PROF. M. SANKARALINGAM : Sir, considering the problems being faced by the environment system, will the government think of appointing a research wing to find out the real position and take appropriate action ?

SHRI BRAJ KISHORE TRIPATHY: Yes, Sir. the Government is quite aware of the problem that is created by ship-breaking activities. but, Sir, as I have already told the House, about 60-65% of the secondary steel industries depend on this ship-breaking. It is helping them, to a great extent, to produce finished steel and secondary steel. The consumers are also benefited by it. The main producers in our country produce about 40-45% of long products and about 60-65% by secondary steel. So, to a certain extent, it also helps to produce long products in the country. It also helps consumers by providing them the secondary steel and finished steel at a reasonable price. But the Government is also taking appropriate steps to check the pollution.

श्री अनन्तराय देवशंकर दवे : सभापति महोदय, वैसे तो यह सवाल सरफेस एंड ट्रांसपोर्ट मिनिस्टरी का है किन्तु मुझे समझ नहीं आ रहा है, कि स्टील और माइन्स मिनिस्टरी इसका जवाब क्यों दे रही है ? उन्होंने जो जवाब दिया है, उसमें भी उन्होंने लिखा है कि "The State Government and port authorities provide necessary infrastructure." उनसे तो हम कुछ भी पूछेंगे तो वह जवाब नहीं देंगे। क्योंकि ये सरफेस एंड ट्रांसपोर्ट मिनिस्टरी से हैं। माननीय मंत्री जी से मैं यह जानना चाहता हूं, (क) ये सरफेस ट्रांसपोर्ट मिनिस्ट्री को ट्रांसफर कर दिए जाएं ? (ख) आपने गुजरात में तीन प्लेसेज बताई हैं अलंग, सोसयो और सचना, मैं यह मानता हूं कि शायद दूसरे की स्पेलिंग में मिस्टेक है क्योंकि आपकी मिनिस्ट्री का नहीं है, इसी वजह से ऐसी गड़बड़ हुई होगी तो क्या अलंग और सचना में जितनी मात्रा में स्टील प्राप्त होता है उतनी मात्रा में कहीं रोलिंग मिल लगाने के लिए क्या डिपार्टमेंट के पास कोई प्राइवेट इन्टरप्रन्योर का प्रोपोजल आया है, क्या आगे बढ़ने के लिए सरकार ने कोई निश्चय किया है ?

SHRI BRAJ KISHORE TRIPATHY : Sir, the hon. Member is absolutely correct. Mostly, the ship-breaking activities which are continuing in Gujarat are at two places, *i.e.,* Alang and Sachana which are near the sea-shore of the Arabian sea. they cater to the needs of the re-rolling mills which are situated near district Bhavnagar. And whatever re-rolling mills are there, they are mostly run by private entrepreneurs. There is no difficulty in it. Now, there is free licensing. Sir, there is no control. Whoever is interested to set up re-rolling mills, he can do so. There is no difficulty. There is no control by the Government.

SHRI SANTOSH BAGRODIA : Sir, I will talk about this point from the point of view of environment problem that is related with the ship-breaking activities. I am sure, in those places where ship-breaking is allowed, the Ministry of Steel and other Ministries may have some control. but, there are cases where some ships are grounded. And if there is an accident, the owners try to break the ship there itself. It would spoil the beach either in Kerala or in Bombay or so

many other beaches. I want to know what control the Government has got over it, either through the Ministry of Environment or through the Ministry of Steel or through the Surface Transport Ministry. I do not know if he can reply to it. Do you have any hold on them? Do they need permission from you to break the ship or is it all *laissez faire,* and they just do it, the way they like it? So, we must ensure that this kind of thing should not happen. And if you do not have any control, would you like to introduce any legislation so that this kind of things cannot happen without your permission?

SHRI BRAJ KISHORE TRIPATHY : Sir, of course, it does not require the permission of my Ministry to set up any ship-breaking yards, because mostly all these things are under the control of the State Governments. The State Governments grant permission for it. The Ministry of Environment and Forests of the Government of India gives the permission just to see whether the necessary facilities have been provided before setting up the shipyards for ship-breaking activities. So, there is no difficulty. A lot of Government measures are there. The ship-breaking activities are mainly controlled within the provisions of various Acts and rules, namely, Environment (Protection) Act, 1986, Hazardous Wastes Rules, 1989, as amended in the year 2000; MSIHC rules, 1989, Factories Act, 1948. The Central Pollution Control Board and the Gujarat Pollution Control Board are mainly looking into its impact on the environment. So the laws and rules are sufficient enough to see the impact of the pollution.

श्री वेद प्रकाश गोयल : सभापति जी, यह जो शिप ब्रेकिंग एक्टिविटी 6 जगह बताई है तो क्या यह एक्टिविटी बढ़ रही है या पिछले सालों में घटी है ? यह प्रोफिटेबल एक्टिविटी हिन्दुस्तान से जा रही है। जहां यह एक्टिविटी है वहां कांट्रेक्ट लेबर है, वहां कोई रेग्युलर लेबर एम्पलाइमेंट नहीं हैं। वहां एक्सिडेंट्स की क्या स्थिति है ? क्या उनको कुछ कंपेनसेशन मिलता है ? उनको कंपेनसेशन मिले, क्या इसके ऊपर सरकार की निगाह है ?

SHRI BRAJ KISHORE TRIPATHY : Sir, it is a fact that ship-breaking activities are coming down in our country, and are now being shifted to Bangladesh. Sir, these economic activities are mostly labour-intensive activities. Earlier, the labour was cheap in India. That is why, these ship-breaking activities were coming from the Western countries to our country. Since the labour is cheaper in Bangladesh, this activity has been mostly shifting to Bangladesh. In 1998-99, the number of ships that had come to India for the purpose was 447. In 1999-2000, this number had come down to 382; and in 2000-01, this number had come down still further, to 373. So, this activity is coming down in our country and is shifting to Bangladesh, as compared to what had obtained during earlier years.